Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 1 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Monday	October 25, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

10:00 am - 1:30 pm

I arrived on the west end of the project to meet Brad Schut (WSDOT Inspector) about a recent rock failure at approximate station 1325+00 (Figure 1). According to Brad, approximately 15 to 20 cubic yards of material failed over the weekend from the same area as the previous couple of weeks. The tension crack that was observed months ago appears to be opening wider where the failure is occurring (Figure 1). The crack appears to be anywhere from 1 to 6 inches wide. According to Norm Norrish, there are prisms located on either side of the failed section with nominal to no measured movement, indicating that this is a localized failure (Figure 2). While I was taking a series of photographs, the slope continued to produce raveling type failures, indicating that the slope is marginally stable in this location.

I drove to the Hyak office to download the photographs, send them to the Regional and Geotechnical Division offices, and discuss the slope with Will Smith, Norm Norrish and Tom Badger. I indicated that the slope appeared to be marginally stable and the raveling failures continue. We all came to the decision that it is too dangerous to have the contractor install the shotcrete application at this time and work should focus on the other areas detailed in Mike Mulhern's 8/31/2010 IDR and Norm Norrish's construction memorandum dated 9/27/2010. Norm also indicated that he would like the contractor to install two horizontal drains on either side of the failing area and direct them towards the failed location in an attempt to reduce any water pressure that may be present. These drains should be installed in the more competent bedrock, outside the failed location, as shown in Figure 2.

Brad and I drove to the east side of the project to conduct a lift inspection from approximate station 1345+90 to 1346+50. We located five Type L spot dowels and an area that needed additional scaling and dressing (Figure 3). Additional spot dowels may need to be located in any adverse structure or unstable rock blocks that might be exposed following scaling and dressing operations.

While Brad and I were conducting the lift inspection, he received a call that the recent rockfall location at station 1325+00 produced more rockfall. Brad, Rocki Bishop and I drove to the west end of the project to assess the slope at station 1325+00. It appears that a few 2 to 3 foot rock blocks, toward the top of the slope failed, producing an additional 4 to 5 cubic yards of debris (Figure 2). I took a series of photographs and drove to the Hyak office to download the photographs and start my IDR.

I left the Hyak office around 1:30 pm

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Signed

Michael P. Mulhern
Inspector

Figure 1. A photograph showing the active rockfall location at approximate station 1325+00.

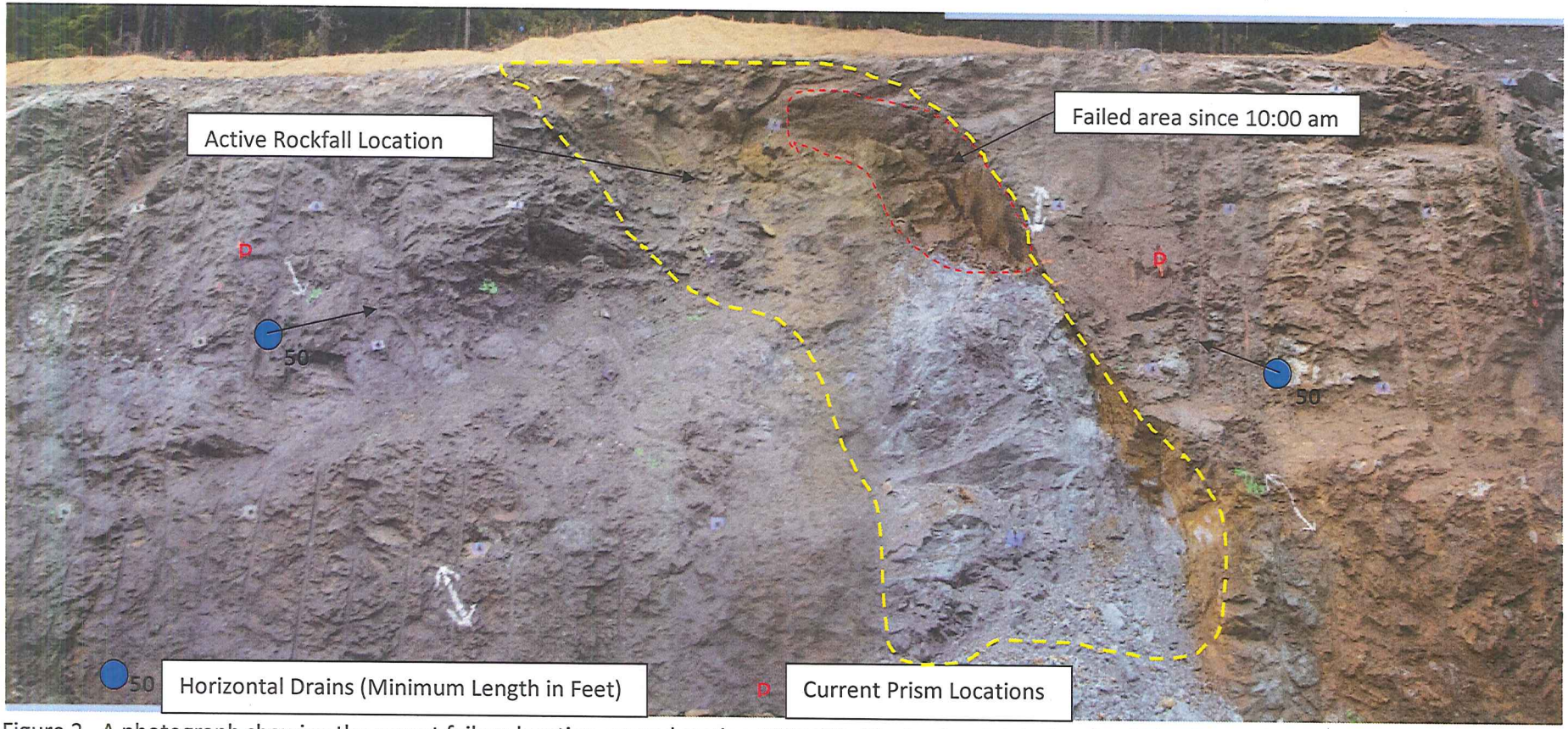

Figure 2. A photograph showing the recent failure location around station 1325+00. The horizontal drains should be directed towards the active failure location. Note that the prisms on either side of the recent failure location show nominal to no movement.

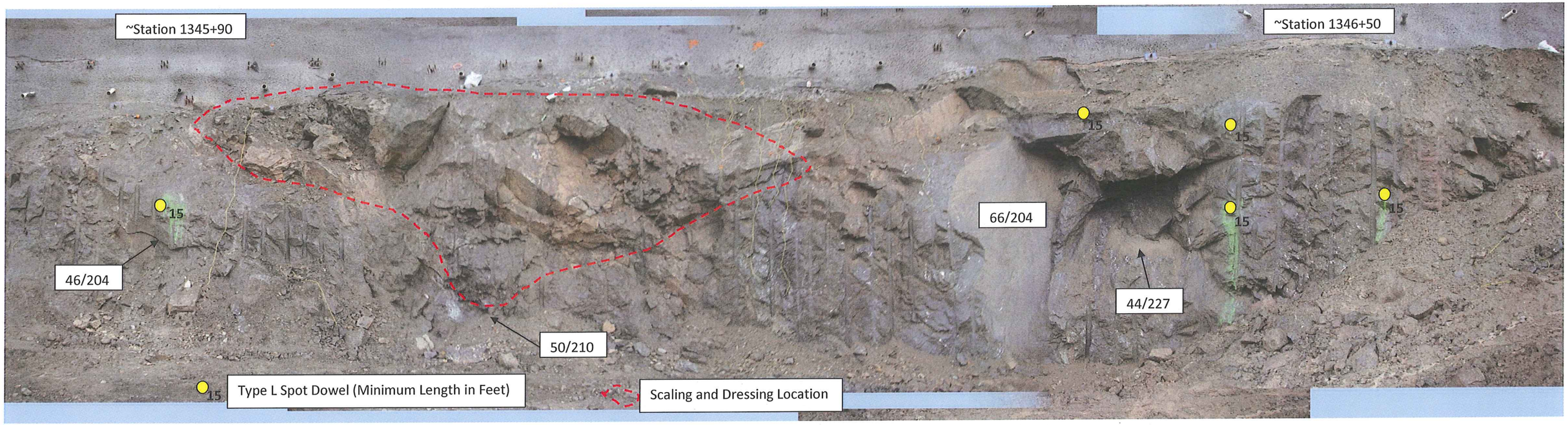

Figure 3. A photograph of the lift inspection from approximate station 1345+90 to 1346+50. Additional dowels may be located once all the scaling and dressing is completed.